

U.S. Army Corps
of Engineers

Public Notice

In Reply to Application Number **CENAB-OP-R (Department of the Air Force/Maryland Air National/Guard/Glenn L. Martin State Airport/Request for Danger Zone on Frog Mortar Creek)** Date August 6, 2001

Baltimore District

Special Public Notice # 037

Comment Period: August 06, 2001 to September 06, 2001

THE PURPOSE OF THIS SPECIAL PUBLIC NOTICE IS TO SOLICIT COMMENTS FROM THE PUBLIC ABOUT THE ACTION DESCRIBED BELOW. AT THIS TIME, NO DECISION HAS BEEN MADE AS TO WHETHER OR NOT THE REQUESTED ACTION WILL BE GRANTED.

The Baltimore District has received a request from the Department of the Navy, Maryland Air National Guard located at Glenn L. Martin State Airport for the establishment of a danger zone in the waters of Frog Mortar Creek as described below:

APPLICANT: *Commanding Officer
Maryland Air National Guard
2701 Eastern Boulevard
Baltimore, Maryland 21220-2899*

LOCATION: *Glenn L. Martin State Airport, Middle River, Maryland*

ACTION: The Maryland Air National Guard (MDANG) has requested the establishment of a danger zone along a portion of Frog Mortar Creek (western-side) adjacent to a historically established munitions-depot located on the premises of Glen L. Martin State Airport in Middle River, Maryland. The danger zone is proposed by MDANG to further ensure the safety of watermen and mariners in the vicinity of the depot. The proposed danger zone would measure approximately 405 feet along the shoreline and extend approximately 93 feet into the waters of Frog Mortar Creek (refer to attached mapping).

Proposed danger zone: The waters within an area beginning at a point on shore at latitude 39°19'36"N, longitude 76°24'28"W; thence northeasterly to latitude 39°19'37"N, longitude 76°24'26"W; thence northwesterly to latitude 39°19'41"N, longitude 76°24'30"; thence southwesterly to latitude 39°19'40"N, longitude 76°24'32"W; thence southeasterly along the shoreline to the point of beginning. Reference mapping of the proposed danger zone has been attached to this notice.

Proposed regulations: (1) All vessels entering the danger zone shall proceed across the area by the most direct route and without unnecessary delay. (2) No vessel or craft of any size shall lie-to or anchor in the danger zone at any time other than vessels operated by or for the U.S. Coast Guard, Federal, State, or local law enforcement agencies.

The decision whether to establish the requested restricted area will be based on an evaluation of the probable impact including cumulative impacts of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered including the cumulative effects thereof; among those are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, flood plain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, good and fiber production, and, in general, the needs and welfare of the people.

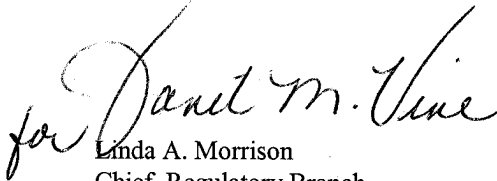
Comments are being solicited from the public; Federal, State, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of this proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to grant, modify, condition or deny authorization for this proposal. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above.

Comments are used in the preparation of an Environmental Assessment and/or an Environmental Impact Statement pursuant to the National Environmental Policy Act. Comments are also used to determine the need for a public hearing and to determine the overall public interest of the proposed activity.

It is requested that you communicate the foregoing information concerning the proposed work to any persons known by you to be interested and not being known to this office, who did not receive a copy of this notice.

Written comments concerning the proposed action described above may be submitted directly to the District Engineer, U.S. Army Corp of Engineers, Baltimore District, CENAB-OP-R, Attn: Mr. Steve Elinsky, P.O. Box 1715, Baltimore, Maryland 21203-1715, within the comment period as specified above to receive consideration. Inquiries regarding the proposed action may be directed to, Mr. Elinsky at 410.962.4503.

FOR THE DISTRICT ENGINEER:


Linda A. Morrison
Chief, Regulatory Branch

Enclosure